

Today's
Advertisements.

NEW STORE AT KOWLOON.

M. R. H. RUTTONJEE has much pleasure in informing his numerous PATRONS in KOWLOON and HUNGKONG that he intends to open from

1ST MAY NEXT,
A BRANCH STORE at Nos. 10 and 20, ELGIN ROAD, TSIM-SHA-TSUI.
He hopes by attention to the Orders of his Customers to merit their continued support.
Hongkong, 14th April, 1897. [63]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on FRIDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 14th April, 1897. [62]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port on SATURDAY, the 17th instant, at Noon.
This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 14th April, 1897. [63]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contracts.)

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched for the above Ports on SUNDAY, the 18th instant, at Daylight.
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly qualified Doctor and a European Stewardess are carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 14th April, 1897. [63]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [379]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learned on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address, "Telegraph Hongkong."

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost care and cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emphires when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
Tonic WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or grasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

BIRTH.

At Tientsin, on the 28th March, the wife of DR. ALFRED L. SHAPLIGH, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 14, 1897.

TELEGRAMS.

REUTER'S MESSAGES.

THE EASTERN CRISIS.

LONDON, April 12th.

The Porte announces that the invaders were driven back across the frontier. A Greek account states that the raiders are advancing successfully.

A circular from the Porte, in view of the recent note, calls the attention of the Powers to the fact that Greece was the aggressor.

FLOODS IN AMERICA.

Floods on the Mississippi have damaged cotton to the extent of \$40,000,000.

THE PLAGUE IN INDIA.

CALCUTTA, March 27th.

The plague returns till shows light increases in Bombay, Poona, and Kurrachee, probably owing to the better organization to discover and remove cases. A death has occurred at Kurrachee, and another at Raichoor.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$9.82 per £.

JUNE 22nd has been proclaimed a Bank holiday.

The death is announced of Mr. Shiel Barry, the well-known actor.

The U.S.S. cruiser Boston went into the Kowloon Dock this afternoon for an overhaul.

The French cruiser Eclair arrived at Colombo on the 31st March from Marseilles on her way to Saigon.

Mr. HAAS, late French Consul at Chungking, who is going home on sick leave, left here today by the *Ernst Simons*.

A PERTH, W.A., press dispatch of 2nd March reports a marvellously rich find of gold at the Great Boulder Mine in West Australia.

WHITE feathers are said to be "all the rage" at Shanghai for coats' button-holes, also the usual robe bud: a speig of forget-me-not!

THE Cricket Club beat the L. R. C. in to-day's lawn tennis match by 104 points to 61. The W. Y. R. Band was in attendance.

MAJOR J. Hanbury-Williams, Oxfordshire Light Infantry, has been selected by Sir Alfred Milner to proceed with him to South Africa as Military Secretary.

THE *Hamburger Nachrichten* states that Germany is so strong in South-West Africa that she could take the field with the Boers against Cape Colony.

Truth is responsible for the statement that the Queen intends to confer the Royal Victorian Order on all officers who served in the Russian War or in the Indian Mutiny.

RUSSIA advocates the appointment of Prince Danilo Alexander, eldest son of Prince Nicholas of Montenegro, and Colonel of the 15th Regiment of Russian Thrallers, as Governor-General of Crete.

CAPTAIN B. C. Urquhart, Cameron Highlanders, has resigned his appointment as Aide-de-Camp to the Earl of Aberdeen, Governor-General of Canada, and has joined the Staff College for the two years' course of study.

In the House of Commons on the 8th March, in reply to Capt. Greville, Mr. Brodrick said "The standard minimum height for the Brigade of Guards is 5ft. 8in., and there is no present intention of altering or reducing it."

DR. W. J. SOLLAS, Professor of Geology and mineralogy in the University of Dublin, has been elected Professor of Geology at Oxford University, the position having been rendered vacant through the death, in August, of Professor A. H. Green.

PETITIONS are being sent to the U.S. Government by the leading business people of Sydney, the Chamber of Commerce, and shipping firms, &c., praying that Colonel Bell may not be removed from his position as Consul when his term of office expires in June next.

WE (*Strait Times*) are informed by the agent of Reuter's Telegram Company that their news service to the Straits will be increased on or about the 1st May next. This increase has been rendered feasible through the liberal terms granted by the Eastern Extension Telegraph Co.

WITH reference to the statement reported to have been made by President Kruger, of the Transvaal, at the recent banquet in the Orange Free State, that the Queen was a "difficult woman to deal with," Mr. Kruger, it is reported, now denies that he uttered any disrespect to Her Majesty in the words he used.

THE Band of the West York Regiment will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:—

Overture, "Rienzi".....Wagner
Polka (Coronet Solo), "Les Folles".....Waldorf
Fantasia, "Jolly".....The Bohemians
Valse, "The Beautiful Rites".....Rimsky-Korsakov
Gavotte, "Mignon".....Thomas
Selection, "Der Freyschütz".....Weber

BARON HAYASHI, who has been appointed Minister to Russia, passed through Hongkong in the *Ernst Simons*, which left here to-day for Europe. His Excellency, it will be remembered, was the first Minister Plenipotentiary of Japan appointed to the Court of the Emperor Kwang-su after the war, and he it was who was charged with bringing the negotiations connected with the Commercial Treaty to a conclusion with the Chinese Government.

WE (*London & China Express*) understand that Her Majesty's Government has again addressed remonstrances to the Japanese Government on the treatment accorded to British subjects engaged in the camphor trade in Formosa. The British Government has felt strongly on the subject, and the Japanese Government has been urged to leave matters as they were, seeing that it is only two years before what is now asked for will be a sight by itself.

A CHINAMAN was walking along Temple St. (Yau-ma-tei) when two bricks hit him on the head. He turned round but could not see anyone. However, another man saw a coolie named Toi Mak Tak pick up the missiles and, suspecting something, followed him across the street and saw him throw the bricks at the Chinaman. He chased the man and gave him into custody with the result that he was to-day awarded 21 days' imprisonment.

A LETTER published by Mr. Gladstone in the *Westminster Gazette* has been issued in pamphlet form. In this letter, Mr. Gladstone attacks the concept of the Powers, and refers to their disregard of the claims of America. Great Britain, he says, is tied to the apron strings of two young Emperors, who are without experience in matters of international policy. Time, adds the G. O. M., will shake off the incubus, and prevent the punishment of Greece.

A RAUD telegram dated 5th April states that the rough clean-up of the battery had just been finished. The crushing yielded 3,240 ounces of amalgam. The estimated quantity of stone crushed was 1,390 tons, and the prospects are good.

CHIU YUK, an accountant, was brought up on remand at the Magistracy this morning on the charge of unlawfully having in his possession 100 bags of raw sugar. Mr. Looker appeared for the defence. Evidence was given by the crew of a cargo boat, on which some of the sugar was found, and by a man who stated that the sugar was brought from Formosa, for sale here. Capt. Hastings inflicted a fine of \$10 for smuggling sugar from Formosa.

ON the 17th ultimo the Foreign Regulations Committee of the United States Senate reported the Anglo-American arbitration treaty with an amendment, requiring that questions of an arbitrable nature shall be submitted to the Senate for approval before they are placed in the hands of the arbitrators. From New York it was reported on the 19th ultimo that President McKinley had urged the members of the United States Senate to restore the Anglo-American arbitration treaty to a form in which it will prove efficient.

THE first of a series of articles on "Australia and the East" was published in the *Sydney Daily Telegraph* on the 20th March. It deals with the manufactures of Japan. Direct trade between Australia and Japan, says the writer, is at present unworkable. The trouble is that Japanese regard for sanctity of contract varies with the ups and downs of the market. At the same time, the prosperity of many of the foreign merchants in that country belies an assertion that Japan is "the grave of the merchant's hopes." A number of interesting particulars are given with regard to the products and manufactures of Japan, and the writer advocates energetic measures to secure a development of the trade with Japan and as a protective measure.

FROM Messrs. Calbeck, MacGregor & Co. we to-day received a nice sample of champagne. The brand is Ackerman-Laurance's "Dry Royal," a product of the Saumur Vineyards, France, and it is a wine that should have much popularity in the East. Many persons do not care for a sweet champagne nor yet for one that is particularly dry, and their tastes will be admirably met in the vintage under notice, it being a capital "medium dry." In flavour it is decidedly pleasant, a *soupeon* of fruitiness being present, and it has a bright clear colour and abundance of sparkle. The Saumur Vineyards were first established in 1811, and among the many brands of champagne now on the market their products take a deservedly high place in the opinion of connoisseurs of "it."

AT the Magistracy this afternoon Capt. Hastings held an inquiry into the cause of the fire which destroyed the premises Nos. 351 and 353, Queen's Road Central early last Sunday morning. Inspector Kemp had charge of the case for the police and the representatives of the South British Hongkong and Chan On Insurance companies were also present. The three occupants of the shops were examined but their evidence failed to throw any further light on the origin of the fire than has already been published. The manager of the watch and clock store estimated that his loss in stock and furniture was \$2,000, but he had no books or notes to the firms from whom they imported goods. The inquest was adjourned till 2.30 p.m. on Tuesday.

THE following additional appointments have been made by the Admiralty to the staff of the Australian Squadron: Lieutenant S. C. Weir, to the *Waterwitch*; Staff-Surgeon T. H. Thomas, to the *Orlando*; Staff-Surgeon F. J. Lilley, to the *Mildura*; Staff-Surgeon A. H. Miller, to the *Royal Arthur*, for the voyage home; Surgeon E. H. M'Sharry, M.D., to the *Wallaroo*; Surgeon E. C. Criddle, to the *Waterwitch*; Surgeon F. A. Capps, to the *Royal Arthur*. On the *Waterwitch* paying off Staff-Paymaster E. B. Mathias will be transferred from the *Mildura* to the *Katoomba*, and for charge of the Sydney steam reserve; Chief Gunner J. Drevitt will be transferred to the *Orlando*, for the Victorian Naval Defence Force; and E. M. Shawing (T) will be transferred to the *Orlando* for the *Katoomba*.

IN the early part of last month a very influential deputation of British Shipowners' Associations waited upon the President of the Board of Trade to protest against the present system of levying excessive light-dues. More than one of the speakers alluded to the fact that, excepting *Turkey and China*, our nation was the only one which imposed light-dues on shipping, the tone of the remarks being that it was surprising a nation which boasted of its superiority in maritime legislation to that of other countries—with its compulsory load-lift, life-saving appliances, inspection of provisions, &c.—should be found lagging behind in the matter of light-dues. Apparently it did not occur to the speakers that from another point of view the Board of Trade, which initiates most of our maritime legislation, is strictly consistent throughout, for while it hampers our shipping with a load-line and other devices, it does not forget that the abolition of the light-dues would be a step in the opposite direction. If it were not a public duty to light our coasts for the benefit of our shipping, mercantile and naval, it would be our duty, as Sir Thomas Sutherland said, "in the interests of humanity and civilization," to light them for the benefit of other maritime nations which light their coast for our shipping.

LIEUT. Percy Henry Guy Fielden, of the 7th Battalion, King's Royal Rifles, has been gazetted as extra aide-de-camp to Lord Hampden, Governor of New South Wales.

THE Danish steamer *Atto*, which arrived yesterday, is the latest acquisition to the coasting fleet. She is a new vessel and has just made her first voyage. She called at Hongkong and shipped coal for her agents, Messrs. Arnhold, Karberg & Co. The *Atto* is a well found vessel of 425 tons and appears well suited for the coastal trade. Captain Storm is in command.

AT the Chamber of Commerce Rooms, City Hall, this afternoon, Mr. J. J. Francis, Q.C., lectured before the Odd Volumes Society. His subject was "The Theory of British Advocacy," and from his long professional experience Mr. Francis was enabled to fully interest the lay mind, and to give much information on a very important theme. There was good attendance and at the close of his lecture a hearty vote of thanks was accorded the speaker.

AT a farewell dinner given in London on the 23rd March in honour of Sir Alfred Milner, the newly-appointed Governor of the Cape, Mr. Chamberlain made a speech in which he is reported to have said that Great Britain maintained all her rights under the London Convention, and held a paramount position in South Africa. Any aspirations, therefore, of an Independent Federation of States with predominant Dutch influence, looking for sympathy and support rather to the continent of Europe than to Great Britain, would not be acceptable, and until, frankly abandoned no final satisfactory settlement was possible.

WHAT is called the "staff" system in railway signalling brought about a curious muddle in New South Wales lately. The train from Melbourne, being crowded, was split into two divisions at Albury, and the first division left that place after midnight. On arriving at Gero-gery the engine slowed down, so that the staff could be handed to the officials there. The staff, however, when thrown out, struck something on the platform and rebounded on to the train and was carried on, and this caused a delay to the second division of the train of three and a half hours. The whole system of the line was disarranged until the missing staff was returned to Albury.

SIR CLAUDE MACDONALD'S
TOUR.

(From our Correspondent.)

CANTON, April 13th.
Sir Claude MacDonald arrived here this morning, accompanied by his Private Secretary, Mr. Grosvenor, and at once proceeded to the British Consulate, where he is now staying. It is rumoured that His Excellency has made some inquiries concerning some cargo belonging to a Mr. Woods, of Hongkong, which the Chinese officials up-river have seized. The cargo, which was destined for Wuchow, was annexed by the officials on the river.

It is also rumoured that Mr. Woods is to call at the Consulate to-day to see Sir Claude about this difficulty with the Chinese.

CANTON, April 14th.
Sir Claude MacDonald left Canton this morning, proceeding up the West River. His Excellency is likely to be up river five or six days, inspecting the ports and places that are shortly to be opened to foreign trade under the Anglo-Chinese Agreement signed in Peking on 4th February.

OLIVERS FREEHOLD MINES.

15th March, 1897.

Messrs. J. D. Humphreys & Son received several interesting reports on this company's property by the *Omi Maru* yesterday and this afternoon kindly furnished us with copies of them. They came to hand too late for publication, but we have selected the following on the Eureka Mine as showing the favourable prospects of the mine:—

EUREKA: You have heard the result by wire of the first trial test of quartz from this mine, viz. a yield of 124 oz. dwt. from 85 tons. There was not an ounce of picked stone in it; it was all the stone at grass at the time and consisted of about two-thirds from the No. 2 or 200 ft. level and one-third from the No. 1 or 150 ft. level. As soon as the mine is opened up a bit more we shall be able to put on more good men as we can find them, and endeavour to keep the battery going night and day. An economy has been made in loading the carts automatically, so that the only shovelling done is in the mine and at the battery.

JOHN D. HUMPHREYS.

SAD DROWNING CASE.

THE friends of Mr. George Hubbard, late store-keeper at the Naval Yard, will regret to learn that he was found drowned in the harbour this morning. About 6 a.m. a *lukung* belonging to No. 2 Station saw the body of a European in the water some 200 yards east of the station. Inspector Mann was at once called and he had the body, which was floating upright, brought ashore, when he at once identified it as that of Mr. Hubbard. Enquiries by Inspector Mann showed that deceased left his dwelling, 11A Praya East, some three weeks ago to go to Borneo and shortly afterwards his wife heard that he was living at the King Koo Hotel, Macao. Since then nothing had been seen of him till this morning. The body appeared to have been in the water two days. An inquest was dispensed with and the funeral took place this evening, several kind friends and crosses being sent by friends. Deceased had been 10 years storekeeper in the Naval Yard and left the service 12 months ago. He was at one time a colour sergeant in the 4th Battalion, Rifle Brigade. He had also been steward of the Union Club at Macao and had been in business as an optician at Montreal. He was 50 years of age and leaves a widow and one son and two daughters, one of the latter being married to Mr. Tip of the Customs House, and the other to Mr. J. E. Barry of the Ordnance Store Department.

LONDON, March 17th.

The Germans continue sending large shipments of war material to South-west Africa.

MELBOURNE, March 18th.
It is expected that the Committee of Inquiry into the past management of the Queensland National Bank will set to work on Monday.

A woman named Kate Spier has been shot and seriously wounded in Melbourne by a man named John Wilson, the manager of a restaurant there.

William Mills Phillips, who murdered William Brady in Melbourne in January last, has been sentenced to death.

Six thousand bags of seed wheat are being distributed among the distressed farmers in South Australia.

LONDON, March 17th.
The extradition proceedings in connection with Butler, the supposed murderer of Lee Weller and Preston, have been completed, and he will be landed over to the New South Wales Police.

The Circuit Court in California has refused the request of Butler for leave to appeal against the order for his extradition to Sydney on warrants charging him with the murder of Captain Lee Weller and Arthur T. O. Preston.

March 19th.
The Emperor Francis Joseph of Austria has visited the Queen at Cannes, near Nice, where Her Majesty is at present staying.

The extensive dry-goods store of Messrs. Ely and Walker, at St. Louis, Missouri, has been destroyed by fire. The damage is estimated at \$1,700,000.

The terrible disaster which occurred aboard the Russian ironclad *Shiroi Vityaz*, at Canes, the capital of Crete, was occasioned by the defective closing of the breech-block of one of the vessel's guns. Twenty-one of the crew were killed by the explosion.

From New York it is reported that Mr. Disraeli estimates that the tariff his proposals would yield \$75,000,000 (£15,000,000) additional to the revenue already derivable.

A departmental committee's report has been issued which discloses an appalling condition of affairs in the Indian army. It is stated that no fewer than 530 per thousand, or 53 per cent., of the British soldiers suffer from contagious diseases.

The Indian military returns for 1895, issued in August last, showed an extremely grave state of affairs in connection with the British troops. The admissions into hospitals from these diseases rose during the year from 531 to 537 per thousand. At the time of the report, it was stated that nearly 4,000 soldiers were incapacitated from duty.

March 21st.
President Kruger states while the present condition of unrest lasts his hands are tied and the Transvaal must prepare for war.

It is reported that the American State and the Transvaal have resolved on a federal union.

News has been received that the French steamer *Ville de St. Nazaire* foundered off Cape Hatteras on the eastern coast of North America. Eighty of those on board were drowned.

The Dutch steamer *Ulrich* has been wrecked off Ushant and 100 lives were lost.

A body of 400 natives made an attack on Fort Hantley, Mashonaland, but they were repulsed after four hours' fighting.

BRISBANE, March 22nd.
At the meeting of the creditors of the Queensland National Bank, the amended scheme of arrangement was agreed to by a large majority.

The Federal Convention assembled at Adelaide on Monday. Mr. Kingston, Premier of South Australia, has been appointed President of the Convention.

LONDON, March 24th.
Lord Salisbury has received from the Dutch Government £11,024, the amount of the award in the *Costa Rica Packet* case.

BRISBANE, March 25th.
A special meeting of the Board of Stock Commissioners has affirmed the desirability of inviting Professor Koch to Queensland, for the purpose of making investigations into the tick plague.

ADLAIDE, March 16th.
A fund has been established in aid of distressed farmers of South Australia, and has already reached £10,000.

LONDON, March 16th.
According to New York papers, ex-President Cleveland's wife has accused him of gross ill-treatment. It is stated that Mr. and Mrs. Cleveland have been practically living separate for the past year.

NAVAL COURT-MARTIAL.

A LIEUTENANT FACES THE MURDER.

A naval court martial was held on board H.M.S. *Mildura*, at Sydney, on the 10th ult., when First Lieutenant John H. M.S. *Rhodes*, was charged with having appropriated moneys belonging to the canteen mess fund, of which he was treasurer. The members composing the court were: Captain J. Jones, H.M.S. *Mildura*, (president); Captain Brown, H.M.S. *Rhodes*; Mr. Fisher, H.M.S. *Orlando*; Field, H.M.S. *Penguin*; Fleet Paymaster Clark, H.M.S. *Orlando*, acted as Judge Advocate, Mr. Shand, instructed by Mr. T. S. Lambton, appeared as counsel for the friend, Lieutenant Kelly, H.M.S. *Mildura*, was officer of the court, Lieutenant-Commander Talbot, of H.M.S. *Rhodes*, acted as prosecutor. Two charges were preferred against the prisoner, viz. that of making a fraudulent entry with intent to defraud, and embezzling a specific sum belonging to the canteen fund. The last charge was subsequently amended.

A quantity of evidence was taken regarding the payment of mess bills as the manner in which the books were kept. The evidence stated that the mess bills for January and February were paid after salaries had been received and he paid bills after for which he

THE LIGHT DUES QUESTION.

In *Fairplay* of the 11th March the "Look-out Man" makes some very interesting and instructive comments on the vexed question of Light Dues and from his comments on the speeches delivered on the occasion of the recent interview accorded representatives of the British Shipowners' Association by the President of the Board of Trade we take the following:—

All the main points connected with the light-dues and their incidence were dealt with by the speaker. Sir Thomas Sutherland mentioned that in 1894 and 1895 the mercantile shipping interest of this country was charged £555,000 in excess of the actual cost of lighting the coasts, and in 1896 and 1897 with an excess of £179,000. This was "owing to the manner in which such things were manipulated, through the medium of the Mercantile Marine Fund." Colonel Morrison said, "We pay not only for ourselves, but for the ships of the Royal Navy, for yachts, tugs, fishing-boats, fish-carrying boats, and for all the foreign navies which pass along our coasts, and have the use of our lights." He asked the President why the mercantile shipping of the Kingdom alone should bear the whole of this heavy charge—a charge not only for the whole cost of the lighting, but greatly in excess thereof. He further called attention to the fact that British owners were penalised abroad on account of the light-dues system carried out at home. For instance, it had been estimated that in America last year British shipping was charged £300,000 by way of reprisal on account of our Government not lighting the coasts at its own expense. "That sum," he said, "must be looked on as an additional tax imposed on British shipowners through what they conceived to be a neglect of national duty by our Government." He proceeded:—

I should like to show the effect on a very important trade of the present practice of charging for the lighting of the English coasts. There is a very large trade from India to America, and a very large portion of that trade passes through Europe for transhipment. There might be said to be two main channels of that trade—the one runs through Liverpool and London, and the other through Hamburg. Now if an English ship brings a cargo from Calcutta to Liverpool or to London for transhipment to America, that ship pays for the whole of the lights which she passed along the English coast. The ship which conveys the cargo from London to America pays for the whole of the lights, and when the vessel arrives in America she is surcharged with the "lightage" tax simply because the English Government do not light their own coasts at the national expense. The foreign ship which goes to Hamburg, and which is bound in respect of its building and running, uses the whole of the English lights without paying anything for them; tranships its cargo to another foreign vessel, which again uses English lights and pays nothing for them; and when she arrives in America is entirely free from any tonnage tax, because Germany does not impose light-dues.

It is stated on page 10 of the Report of the Departmental Committee that though British shipowners pay the light-dues they necessarily recomp themselves for that disbursement by charging for it in their rates of freight and passage-money, the tax thus being passed on to the consumers. In regard to this Colonel Morrison said:—

As to the argument that in this matter of light-dues shipowners were merely tax-collectors, it was either true or false. If it was false, the gross injustice which they suffered in having to pay the light-dues was at once evident. But, supposing it was true that they could pass on all the incidence of this taxation, why put shipowners to that idle ceremony? Why not transfer the charge to the national exchequer and thereby make the tax payable by those by whom it should properly be paid?

He also urged at the close of his speech that if the light-dues (paid, not by shipowners as now, but by the country) and the other items of the Mercantile Marine Fund were brought under the cognisance of Parliament year by year great benefit would be the result, for "the present arrangement tended to extravagance, and to an absence of economical administration."

Mr. Telford, chairman of the Royal Mail Steam Packet Company, supported Sir Thomas Sutherland and Colonel Morrison, and contended that as the benefit derived from the lighting of the coasts was shared directly or indirectly by the whole community—directly by the ships of the Navy, all yachts and private vessels of that description, tug-boats, and vessels engaged in the fishing trade; and indirectly by the community at large, seeing that but for the proper lighting of our coasts the trade and commerce of the country would be entirely disorganised, the nation should be called upon to pay for an advantage in which every inhabitant participated. "This point," he kept to the fore throughout the interview, and the criticism on the heavy amount collected in excess under the head of light-dues, the inequitable incidence of the dues, etc., was subordinate to it.

It was made clear to the President that shipowners as a body desire the abolition of the dues and the transference of the lighting charge to the Consolidated Fund. If the Bill which he is now in preparation should not be framed in the spirit of the Departmental Committee's Report, removing the serious inequalities that now exist and in other respects introducing urgently needed reforms, owners will commence to agitate actively for the abolition of the light-dues system. This much may be read between the lines of the speeches made at the deposition. So far, however, Mr. Ritchie's reply was reassuring. He had not an easy part to play. As a man of business he realised that the whole of the arrangements connected with the light-dues and with the Mercantile Marine Fund (with which they are mixed up) are in fact a business of every point of view, and if he had had a free business hand he would have found no difficulty in dealing with the questions involved. But he is also a Minister of State, and therefore has to consider matters quite outside of the justice or injustice of the plea put before him and to take into account the expediency or inexpediency of the courses urged upon him. When falling back at the interview on the argumentative matter supplied him by the Board's permanent officials he could not avoid stumbling badly. One instance is given above in the above analogy attempted to be set up between Board of Trade inspectors

THE FAR EAST IN PARLIAMENT.

THE BURMAH-SIAM-CHINA RAILWAY.
March 9th.—Mr. Schwann asked the Secretary of State for India what action the Government of India had taken, in fulfilment of the promise given by the Prime Minister on behalf of the Home and India Governments to the Chamber of Commerce of India, to complete the railway in June last and an subsequent memorial of Chamber, to carry out at State expense the necessary surveys, levels, and estimates for the section of the projected Burma-Siam-China Railway leading from the Burmese seaport of Moulmein to the Siamese frontier, in order to enable some powerful and solvent company to undertake and execute this section of the line?

Lord G. Hamilton: The statement made by the Prime Minister to the deputation from the Associated Chambers of Commerce on June 1st last was to the effect that if a powerful and solvent company were formed for the suggested Burma-Siam-China Railway such assistance as was deemed possible by Government would be given towards the construction of that portion of the line which lay in British Indian territory. In pursuance of this undertaking the views of the Chambers of Commerce in support of the project were transmitted to the Government of India in August last for an expression of their opinion. That Government have recently replied expressing any expenditure from public revenues which might commit them to the execution of this project until the manner in which such a line is to be financed has been discussed and determined.

THE BURMAH-CHINESE CONVENTION.
March 9th.—Mr. Schwann asked the Under-Secretary of State for Foreign Affairs whether the new Burma Frontier Treaty provides for the retrocession by China to the British of the Shan State of Kiang-wan, and for the extension of the projected Burma-Siam-China Railway and other railways from our Burmese dominions into the neighbouring provinces of China; and when the treaty would be laid upon the table of the House?

Mr. Curzon: Under the Burma Frontier Convention as revised certain territorial compensations, including the State of Kiang-wan, are made to Great Britain for the violation by the Chinese Government of that portion of the original agreement that related to Kiang-wan. It is further agreed that railways be constructed in Yunnan, they shall be connected with any Burmese lines that may have been laid to the frontier. I cannot at present answer the third question, as the treaty has not yet reached our hands.

THE GREAT SIBERIAN RAILWAY.
ITS LATEST FEATURES.
We reproduce from the *New Witness* an account of the efforts made by the Russian Government to bring the workmen engaged upon the Trans-Siberian Railway into the reach of Church services and the ministrations of the "Pope," or ordinary priest of the Russo-Greek Church. One of the greatest discomforts in the making of the great Siberian Railway seems to have been that, although the work has been carried on during the winter, proper care has not been taken generally for sheltering and nursing the workmen, who have thereby suffered not a little in the keen winter weather. In addition, it came about that most of the workmen took up their quarters miles away from any settlement, hence it was found that the workmen as with many Siberian colonists, who wanted to return to Russia, because they could find nowhere any "Pope," i.e., Russian village priest, to baptize their children and to bury their dead. But this has now been remedied, so far as the railway across Siberia runs, and in fact, by fitting up a "Church Car" costing 35,000 roubles, or about £3,300. This "Church Car" resembles from the outside a first-class carriage, save for the windows, and contains a miniature church fitted up with various kinds of wood; the "Icon," or "Shrine," cut out of oak, is richly adorned with pictures; there are rooms for the "Pope," at present a priest from the Alexander-Nevsky Monastery at St. Petersburg, and also for the church attendant. The "Church Car" circulates continually upon the Siberian Railway, and is to serve the religious needs of travellers and residents alike; this probably will be done by uncoupling the "Church Car" at the appointed stations, in order that the priest can hold a service before the arrival of the next train. The line is long enough for this, as since the beginning of the regular service between Tscheljabinsk and the bridge over the Obi, on October 16th, trains run only twice a week, viz., Sunday, Tuesday, and Thursday. These trains accomplish the distance of 1,415 kilometres, i.e., about 930 miles, in 51 hours; the tickets cost: first-class, 52 roubles; second-class, 31 roubles; and third-class, 21 roubles.

Each of the three classes is provided with sleeping arrangements; yet, as often happens in Russia, the workmen have their own beds and amovables, or tea urns, with them, besides other articles. But one must not think that the cars on the Siberian Railway are fitted up with all the comfort of European or American "trains de luxe." Even the ordinary station accommodation is only just being gradually completed; for example, the lack of refreshment rooms has been in many places and is still supplied by the peasants of the neighbouring region, who come down to the stations with bread, cheese, butter, and baked fish. These small defects in the arrangements will, naturally, be remedied. For, although for the present it is but a single line of rails, yet the line is destined for considerable traffic in the future, as can be seen from the fact that, as a start, 2,000 locomotives, 3,000 engines, and 35,000 goods waggons were decided upon. This staff and rolling-stock will allow, on completion of the whole line, of a train composed of one engine, one or two engines, and 18 goods waggons. The line is now ready, it can be conceived that already 200 million roubles out of the estimated general cost of 460 millions of roubles have been spent. The line has, moreover, in this brief space, shown its influence on the colonisation of Siberia, as the western portions of it have been brought piece by piece into working order. The colonisation has greatly increased along the line since 1895, and the hope of the Russian Government is being rapidly fulfilled, that the cultivation of the swampy Turga district on both sides of the line will proceed at a quicker rate than hitherto. For, although for the present it is but a single line of rails, yet the line is destined for considerable traffic in the future, as can be seen from the fact that, as a start, 2,000 locomotives, 3,000 engines, and 35,000 goods waggons were decided upon. 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Masonic.

PERSEVERANCE LODGE OF
HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, TO-MORROW, the 15th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 7th April, 1897. [595]

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCACTION of the above CHAPTER will be held in the FREEMASONS' HALL, Zeland Street, on TUESDAY, the 20th instant, at 8 for 8.30 p.m. precisely. Visiting Companions are cordially invited to attend.
Hongkong, 14th April, 1897. [625]

Consignees.

NORDDEUTSCHERLOYD.

NOTICE TO CONSIGNEES.

S. S. "BAYERN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before TO-MORROW MORNING, 10 o'clock.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 14th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th instant, at 3 P.M.

All Claims must reach us before the 14th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 7th April, 1897. [542]

THE CHINA MUTUAL STEAM-NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship.

"KAISOW" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on MONDAY, the 15th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 12th April, 1897. [620]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MOGUL" FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARILL & Co., Agents.

Hongkong, 13th April, 1897. [591]

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP AND HAMBURG.

THE Company's Steamship.

"ELIZABETH RICKMERS" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 15th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 13th April, 1897. [626]

MEL. CHEUNG, PHOTOGRAPHER.

Top Floor of 1st House, in Lu-Hau Road.

IS now in a position, in his new and complete studio, to supply, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.
Hongkong, 13th April, 1897. [626]

Intimations.

THE BEST NERVE-TUNER.

"TONINE."

TONINE is prepared of pure Hamoglobin extracted from purest blood combined with general digestive and nerve tonics. When the blood for any cause has become impure or impoverished, as shown by pale skin, lips and gums, the results obtained by the use of "TONINE" are certainly remarkable. The normal constituents of the blood are supplied in their natural form. The appetite is most wonderfully and rapidly increased, whereby a larger quantity of food can be taken and by its property of increasing the power of digestion and assimilation, more good wholesome nourishment is introduced into the system than by the use of other remedies. Complete directions including hygienic measures and diet with each bottle.

PREPARED ONLY BY
AMERICAN DRUG & CHEMICAL CO., NEW YORK.

[18]

WATKINS & CO., Agents.

THE CLUB HOTEL, 5, BOND, YOKOHAMA.
HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in Tokyo or Yokohama, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations
Only genuine if Labelled and Stamped

C. P. à la Sirène.

APPLY TO
M. OPPENHEIMER & Co., PARIS.

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
EGROT & GRANOÉ, rue Martini, PARIS
Apply to Messrs. DODWELL CARILL & Co., Hong Kong.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all cases of Lung and Lung Diseases. It stops coughing, relieves all pulmonary troubles, overcomes the excessive wasting of the system, and restores the system to its normal healthy condition. Its many uses in building up the system are too numerous to mention. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.
50 CENTS A BOX.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & Co.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [91]

F. CAZANOVE,
BORDEAUX.

GOLD MEDALS
Bordeaux, 1882, Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This LIQUOR is employed with
saccharine to restore the FORCES
OF THE STOMACH AND FACILITATE
THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MOKA-KINA of St. GOLS
CREME DE MANDARINE
AYRINE ANISEETTE SUPERFINE
Apply to Messrs. DODWELL, CARILL & Co.,
Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boilers; as FOUL
WATER is the cause of much sickness on
board ship.

We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.

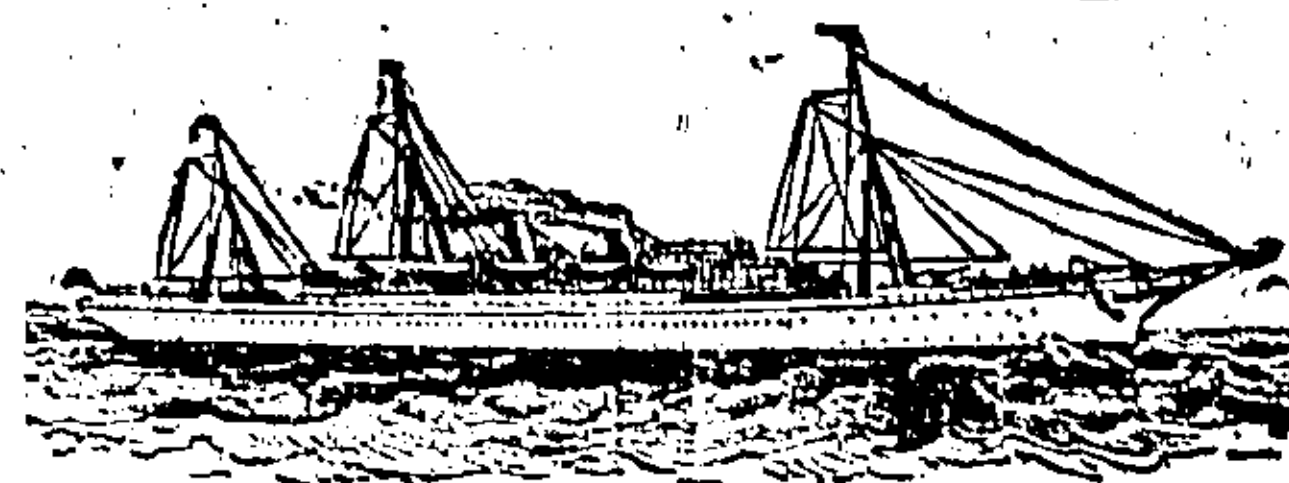
Call "W."
J. W. KEE & Co.
STEAM WATER-BOAT CO.,
15, PRINCE CENTRAL.

Hongkong, 7th October, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPEROR OF JAPAN...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver to Sydney to Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street. [3]

Hongkong, 7th April, 1897.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd April, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 11th May, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 29th May, at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.

Hongkong, 1st April, 1897. [5]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRINCE CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY FAINT,
DAHLER'S PATENT MOTOR LAUNCHES
&c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 12th May, 1897. [19]

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSTAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"THAMES," Captain W. J. Nantess, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 22nd April, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 8th April, 1897. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern Tuesday... 17th April.

Prinz Heinrich Tuesday... 15th May.

Prinzess Tuesday... 22nd June.

Sachsen Tuesday... 20th July.

Bayern Tuesday... 17th Aug.

Prinz Heinrich Tuesday... 14th Sept.

Prinzess Tuesday... 12th Oct.

Sachsen Tuesday... 9th Nov.

Bayern Tuesday... 7th Dec.

Prinz Heinrich Tuesday... 4th Jan.

ON TUESDAY, the 27th day of April, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 24th April. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 25th April, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 5th April, 1897. [542]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and SEABOARD CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350.
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(SUBJECT TO ALTERATION.)

Pathan 27/9/97 Tuesday ... [May 4]

Tacoma 25/4/97 Tuesday ... [May 25]

Victoria 31/6/97 Tuesday ... [June 15]

Olympia 1/5/98 Tuesday ... [July 6]

Pathan 27/9/97 Tuesday ... [July 27]

Tacoma 25/4/97 Tuesday ... [Aug. 17]

THE Steamship

"PATHAN," Captain J. S. Day, sailing at Noon, on TUESDAY, the 4th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

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Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARILL & Co.,
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Hongkong, 14th April, 1897. [6]

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